

# Chapter Five

## PUBLIC AND AGENCY COORDINATION

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The proposed MASE project does not meet the special circumstances necessitating public review as set forth in FAA Order 1050.1E, “Environmental Impacts: Policies and Procedures,” Paragraph 406(e), which discusses public review of environmental assessments. Because there are no environmental impacts associated with the Proposed Action that would exceed applicable thresholds of significance, the action is not one normally requiring preparation of an EIS, and no special circumstances apply, the FAA has determined that public review of the MASE EA is not required. However, in accordance with the Section 106 process defined by the Advisory Council on Historic Preservation’s regulations, “Protection of Historic Properties,” under 36 CFR Part 800, letters were sent to the State Historic Preservations Offices in Michigan and Ohio, notifying them of the proposed project. No comments were received from either office.

In addition to the FAA’s determination that this proposed project does not require public review as set forth in FAA Order 1050.1E, FAA has determined that it is neither feasible nor practical to provide for it. A public review period would prevent implementation of the MASE project on its scheduled date of June 8, 2006. Due to the National Aeronautical Charting Office’s 56 day chart production cycle, the next possible date for implementation would not be until August 3, 2006. In fact, if MASE cannot be implemented as proposed, it would result in delaying the project until late 2006 and possibly January 2007, resulting in an additional cost of hundreds of thousands of dollars to the FAA. This is because it would

be necessary to train ATC personnel during the summer leave schedule, requiring a substantial amount of overtime funds. More importantly, it would be imprudent to implement a new airspace structure and ATC procedures in the summer months when peak traffic levels and severe thunderstorms occur. To do so would derogate safety. And finally, delaying implementation would not provide the immediate enhancement of safety and efficiency needed in the national airspace today as explained in this EA.

An airspace enhancement project such as MASE requires careful and extensive planning on the part of many FAA entities for successful implementation. This is because the project involves changes to high altitude aircraft routings in much of the national airspace east of the Mississippi River. FAA activities include procedures and route design, modeling, development of Letters of Agreement, changes to Standard Operating Procedures, charting, mapping, flight check activities, automation modifications, equipment installation, controller training, and pilot briefings. The MASE project required development of and adherence to a lengthy and complicated project activity schedule.

For these reasons, the FAA has decided to announce issuance of a Final EA through Federal Register notification and publication on the website: [www.faa.gov/ats/nar/mase.htm](http://www.faa.gov/ats/nar/mase.htm).